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CLASSIFICATION **CONFIDENTIAL**COUNTRY German (border zone)REPORT NO. [REDACTED]

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TOPIC Neuruppin AirfieldEVALUATION [REDACTED]

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DATE OF CONT. [REDACTED]DATE OBTAINED [REDACTED]REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

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1. Three twin-engine aircraft arrived at the Neuruppin (N 53/Z 49) airfield on 9 and 10 February 1951. (1) These planes and individual jet fighters made night flights.
2. Four trucks arrived at the field on 12 and 13 February. Each truck mounted one searchlight which was about one meter in diameter. The lights on both sides of the runway were operated from a central switchboard.
3. The runway (60 x 2,000 meters) begins in the east, 300 meters from Wittstock Allee and extends 126 meters north of the intersection of Wittstock Allee and Genzstrasse. The eastern end of the runway is enlarged by an apron of square slabs, and is 56 meters wider than the runway. The turning point for aircraft at the western end of the runway is 200 meters long and also 56 meters wider than the runway. From the eastern end of the runway, the taxiway runs south, west, and then north, joining the runway again. The taxiway runs parallel to the runway for 1,000 meters. A DF station was located at the western curve of the taxiway. There is a connection between the runway and the taxiway about 1,330 meters from the eastern end of the runway. (2)
4. An open drainage ditch extends from the western end of the runway northward to the Klappgraben, a ditch on the edge of the field. Pipes were not laid in the ditches, allegedly because there was a shortage of funds. The fuel dump was south of the officers' club. One or two railroad tank cars arrived at the field daily. A portion of the fuel was put into drums and the rest into containers on the ground. Old telephone lines to the town were still intact. A new wire telephone line, on wooden poles 3 meters high, was laid from the officers' club along Klappgraben to the DF station.

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5. The landing field north of the runway was plowed and graded with Soviet equipment. Then it was sodded and rolled.
6. The field was strictly guarded after the arrival of jet fighters. Centries and approximately 80 watchdogs were quartered in a shed 300 meters west of the officers' club. They were also guarded in old main guardhouse in the southeastern section of the field.
7. The number of aircraft stationed at the field remained the same up to 17 February. All of the jet aircraft, except four, were painted gray-green. The four planes changed their locations three of four times a day.

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8. Jet fighters with swept wings and high rudder assemblies practiced flying over the field between 5 and 10 February. They also flew at night between 10 p.m. and 1 a.m. The visibility was clear during flying activity. Two biplanes and 15 jet fighters with swept wings were parked at the field. (3)

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Comments.

- (1) It has not been determined if these aircraft belong to the fighter regiment stationed at Neuruppin.

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- (2) The information on the runway, [REDACTED] is believed credible.

- (3) The number of aircraft observed probably does not represent the total strength at Neuruppin airfield. On 29 January 1951 when the fighter regiment arrived in Neuruppin, 30 MIG-15s, 3 PO-2s, and 6 conventional fighters, possibly Yak-11s, were seen at the airfield. [REDACTED]
- (4) The motor vehicle numbers belong to units stationed at all airfields of the Soviet Zone of Germany which are occupied by the Northern Pzr Corps of the Twenty-Fourth Air Army. To date, the reason for the appearance of motor vehicles of different units has not been determined.

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